



December 22, 2015

Project 14014

Amanda L. Loomis, Planning Board Administrator
Town of Framingham
150 Concord Street
Framingham, Massachusetts 01702

RE: Open Space Cluster Development
1060 Grove Street
Framingham, Massachusetts

Dear Ms. Loomis:

On behalf of the Applicant, Oak Consulting Group, LLC (OCG) is pleased to submit the enclosed plans for a proposed Open Space Cluster Development located at 1060 Grove Street.

A preliminary plan for the project was presented to the Technical Review Team (TRT) on June 17, 2015. Following that meeting, the planning department identified the project needing the following permits from the Planning Board:

- Site Plan Review – Framingham Zoning Bylaw (Bylaw) Section VI.F;
- Special Permit – Bylaw Section V.L Open Space Cluster Development of the Bylaw;
- Special Permit – Bylaw Section V.H Affordable Housing of the Bylaw;
- Special Permit – Bylaw Section V.F Land Disturbance of the Bylaw;
- Public Way Access Permit
- Scenic Roadway Modification

These permit applications as well as the Form A Application Cover Letter are enclosed with this document. Additionally a check for the application fees in the amount \$9,870.00 is enclosed as well as a summary of the fee calculation.

The site has wetlands and is proximate to the Baiting Brook. The TRT also identified the project will require filing an Abbreviated Notice of Resource Area Delineation with the Conservation Commission (ConCom) or the project may require filing a Notice of Intent (NOI) if work is proposed within jurisdictional areas. The project proposes work within ConCom jurisdictional areas and the applicant will be filing a NOI.

After review and consideration of the comments from town staff as a result of the TRT meeting the, the site design plans and supporting calculations were developed.

Enclosed please find:

- Site Plan Set, Sheet T-100 through C-503, dated December 8, 2015;
- Stormwater Management Study, dated November 2015;
- Traffic Assessment by TEPP, LLC, dated November 20, 2015;
- Overall Site Yield Plan, dated June 5, 2015;

- Conceptual OSRD Plan, dated June 5, 2015.

PROJECT SUMMARY

The project site consists of a +/-46.8-acre parcel bounded to the North by Grove Street; the Baiting Brook which flows into a pond to the west; the Sudbury Valley School and Winch Street to the south; and residential property and wetlands to the east.

The site is developed with a residential dwelling, several accessory use buildings and supporting driveways, parking areas, septic systems, and other miscellaneous site improvements located primarily in the northern portion of the site. Areas which are not developed with impervious surfaces are generally comprised of grassed pasture areas, dirt roads, wetland areas, or woods. The site is currently used as a private residence and horse farm.

The applicant is proposing an Open Space Cluster Development (OSCD) on the site. To determine the number of lots allowed under the OSCD, we have developed the enclosed Overall Lot Yield Plan to determine the number of lots allowed under conventional zoning as well as a conceptual Open Space Residential Development Plan as required in the Subdivision Regulations. The overall yield of the site is 39 units. The applicant is requesting a density bonus of 5% to increase the total number of lots for the proposed OSCD to 41.

As part of the project, the three large buildings in the northern portion of the site would remain and be incorporated into the OSCD, two of which would serve as dwellings. The project proposes approximately 3,170 linear feet of new roadway to serve the 39 new single family houses and two residential units in the existing buildings.

Access and Circulation

The roadway has been designed as a rural very low volume road using the guidelines recommended in the AASHTO “Guidelines for Geometric Design of Very Low-Volume Roads” and the “Sustainable Neighborhood Road Design” guide by the American Planning Association – Massachusetts Chapter.

Primary access to the site would be from a relocated curb cut to a new 20’ paved drive off of Grove Street at the approximate center of the sites frontage. A second existing drive at the western end of the Grove Street frontage will be maintained as a secondary emergency access to the site.

The main development portion of the project is focused around a loop road in center portion of the site with a 490’ long cul-de-sac extending to the eastern boundary of the developed area. The proposed paved road width will be 20’ with horizontal centerline radii varying from 220’ to a minimum of 100 ft. This minimum road width together with the curvilinear road layout will help with traffic calming by keeping vehicle speeds low through the developed area. The design speed limit of the proposed road is 20 miles per hour.

The design guidelines for this type of low volume road suggest pedestrian traffic share the roadway or use a sidewalk on one side of the roadway. The proposed design provides for a sidewalk along one side of the road throughout the development extending to Grove Street. This side walk is also connected in several locations to the nature trail further discussed below

Open Space

The proposed project will preserve approximately 27.9 acres of land or 60% of the parcel as undevelopable land. In addition, approximately 2.3 acres of land will be reserved for open space within the developed area. The preserved undevelopable land will be placed in a permanent conservation restriction.

Property Ownership

The project site is currently owned by four separate entities. Upon approval of the project and prior to construction, this ownership will be consolidated to the Paradise Valley Club Home Owners Association and a deeded conservation restriction will be placed on the preserved undevelopable land. The Association will be responsible for all operation and maintenance of the development as well as for the preserved land under the proposed conservation restriction.

Utilities

The proposed project proposes to connect to the town water and sewer infrastructure. An 8" ductile iron water line has been design to loop from Grove Street through the site with connection to the existing water main in Winch Street.

A new gravity sanitary sewer will be constructed for the development which will connect the existing and proposed buildings a new sewer pump station in the southern portion of the developed area. A sewer force main will then be constructed pumping sanitary flow from the site southerly to Winch Street and approximately $\frac{3}{4}$ of a mile to an existing gravity sewer on Millwood Street. New electric and tel-com service will be constructed underground from Grove Street to serve the development.

Blasting and soil management

The blasting is not anticipated to be necessary for the project, however if blasting is required, a licensed blasting contractor will be retained to conduct the necessary pre-blast survey and conduct this work per all local, state and federal requirements.

Any soil stockpiling required during construction will be placed outside resource areas and be ringed with haybales to prevent erosion and sedimentation. The project will require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to accompany the filing of a Notice of Intent for coverage under the US EPA NPDES Stormwater Construction General Permit prior to the start of construction.

Environmental Impact and Drainage

The proposed project incorporates Low Impact Design techniques to manage stormwater. These measures include: direct infiltration of roof runoff, water quality swales and infiltration basins. Portions of the proposed roadways adjacent to the sidewalks will be curbed while the opposite side of the road will use a country drainage system. The stormwater management system has been designed to meet the standards of the Town of Framingham and the Massachusetts Stormwater Policy and will reduce the rate and volume of runoff from the site.

Construction phase Best Management Practices (BMP's) are described on the enclosed project plans. Post-development erosion and sedimentation to resource areas will be controlled by rip-rap energy

dispersion aprons at all culvert outfalls. Additionally the project has been designed using several outlets to the drainage system to disperse stormwater and minimize points of more concentrated discharge.

The project will use infiltration of stormwater to recharge the groundwater aquifers. Proposed cuts to existing grade are at higher elevations of the site; therefore groundwater is not expected to be adversely impacted by the project.

Please see the enclosed Stormwater Management Study for additional information on the drainage system.

Traffic

TEPP, LLC conducted a traffic assessment for the proposed project. This assessment concluded that the proposed project traffic generation will be below the 100 peak-hour vehicle trip typically warranting a traffic impact analysis and the trips generated by the project will have no overall traffic impact to area roadways and intersections. Please see the enclosed Traffic Assessment report by TEPP, LLC.

Affordable Housing

The project is required to comply with Section V.H of the Bylaw. The applicant believes that providing affordable housing units on the project site may not economically viable and requests that the Planning Board allow affordable housing units be provided off-site as stated in the Bylaw.

The proposed project will be a “high end” residential community and it is anticipated that there will be significant homeowner’s fees that may be overly burdensome to those meeting the affordable housing criteria. The applicant has experience in these situations and has had success in finding suitable off-site housing for affordable units. Upon approval of the project, the applicant will procure a property or properties within the R-4 district that are in need of repair or renovation. The applicant will renovate the property(s) to provide 4 units meeting the affordable house criteria. The applicant will work with the appropriate town department sell these units (by lottery or other means required) to meet the affordable housing requirement.

Project Phasing and Schedule

The proposed roadway, utilities and drainage infrastructure is anticipated to be completed in a single phase and take approximately one year to complete. Individual houses will be constructed as market conditions dictate.

Neighborhood Meeting

The applicant is in receipt of the abutters lists from the town and is working to set up an informational meeting with the neighbors. Although the date has not been finalized, the applicant intends to hold this meeting prior to the first public hearing with the Planning Board.

Waivers

The following waivers are requested from the following application submission requirements based on the justification provided:

Form E - Major Site Plan Review

- A Photometric Plan – The project intends to minimize lighting and proposes site lighting only at roadway intersections as requested by the Police Department at the TRT meeting. A typical street light detail is provided on Sheet C-501. Additional lighting is anticipated to include individual house post lights. Abutting properties potentially affected by lighting are more than 200' away from the developed area and a photometric plan is not necessary.
- Color architectural renderings – The project buildings will be single family homes not fully designed at this time.
- Written summary of the Urban Design Objectives – The project is a residential development in a rural area and this required does not appear to be necessary for the proposed project.
- Written summary of design and location of mechanical equipment - The project is a residential development in a rural area and this required does not appear to be necessary for the proposed project.
- Written Parking Report - The project is a residential development in a rural area and this required does not appear to be necessary for the proposed project.
- Traffic Impact Report - Based on the results of the traffic assessment provided by TEPP, LLC (enclosed), the applicant requests a waiver from the requirements of the Traffic Impact Report.

Form J – Land Disturbance Special Permit

- Location of Stockpiles – The site development of the proposed project is complex and it is impossible to locate areas where the contractor will want to stockpile material prior to hiring a site contractor. This will be influenced by how the contract decides to construct the site. As such the applicant requests a waiver from this requirement.

Form I – Scenic Roadway Modification

- Submission of Photographs – The applicant requests that any required photo logs of the site be required for submission as a condition of approval.

We look forward to further discussion with town staff in review of the project and presenting the project to the Framingham Planning Board. In the meantime, please feel free to contact me at if you have any questions or require additional information.

Sincerely,

OAK CONSULTING GROUP, LLC



Sean P. Malone, P.E.
Vice President

SPM:

Enclosures

cc: Jim McLaughlin

ENCLOSURES